

Previous Public Outreach

A Public Scoping meeting for this study was held at the Lake Havasu Aquatic Center Gym on March 4, 2008. A total of 193 people (not including agency and consultant representatives) attended the meeting. Comments received from the public focused on the following topics:

- o Access to trails and recreation
- o Impact to businesses along the existing highway
- o Project time line
- o Impacts to private property
- o Impacts on residential areas due to proximity of highway
- o Environmental impacts in the desert, such as water quality and wildlife
- o Specific details of the roadway, such as interchange locations

Most comments were supportive of the concept of a new roadway, but expressed concern about access to recreational areas or impacts to residents. A few were opposed to building a new roadway, due to the potential environmental impacts on the undeveloped areas east of Lake Havasu City or because they feel that a realignment is not cost effective.

Environmental Overview

The corridor alternatives are currently being evaluated for environmental issues, consistent with the National Environmental Policy Act (NEPA). NEPA requires federal agencies to integrate environmental values into their decision-making processes by considering the potential environmental, social, and economic impacts of proposed actions and reasonable alternatives to those actions. An environmental overview document is being prepared concurrent with the engineering study. Currently, the Study Team is examining and comparing the various corridor alternatives to identify potential environmental issues and fatal flaws.

Study Schedule

At this time, we are in the process of developing and evaluating corridor alternatives. The input we receive from you tonight will help us refine the preliminary concepts and identify which alternatives should be carried forward for further study.

Over the next few months, the Study Team will evaluate the corridor alternatives and make a recommendation. A follow-up public meeting will be held at that time to share the findings of the study and get input from you on the study recommendations.

For More Information, Contact:

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SR 95 Realignment, Lake Havasu Area

Corridor Location Study & Environmental Overview

Public Information Meeting - July 9, 2008



INFORMATION SHEET

Study Background

The Arizona Department of Transportation (ADOT), Mohave County, and Lake Havasu City, in coordination with the Federal Highway Administration (FHWA) and Bureau of Land Management (BLM), are studying potential corridors in which to realign the portion of State Route (SR) 95 that passes through Lake Havasu City.

SR 95 would potentially be realigned between Milepost (MP) 175 and MP 191 to a new corridor east of Lake Havasu City. The study will identify a preferred corridor in which SR 95 could be realigned in order to improve regional and local traffic flow. The corridors will be evaluated for potential environmental, social, and economic issues. It is anticipated that the findings of this study will be carried forward for more detailed study.

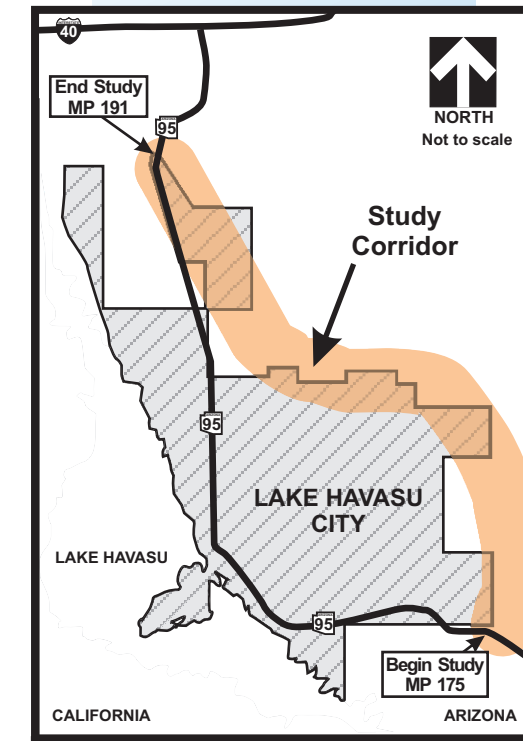
The purpose of the study is to evaluate possible bypass corridors to meet existing and future traffic demand in western Arizona. SR 95 is a major state highway that carries regional as well as local traffic. This route carries traffic through the Lake Havasu City community to destinations in Arizona, Nevada, and California, and popular recreational sites along the Colorado River. The route also provides access to local retail, commercial, and residential areas. Traffic volumes will increase as the community and region continue to grow.

Meeting Purpose & Details

The primary objectives of tonight's meeting are to share the progress of the study and get feedback on alternatives that have been developed to date. The comments received from this meeting will be used to refine the corridor alternatives and help select alternatives to be studied in further detail.

About Tonight's Meeting

- Please review the exhibits around the room. Study Team members are available to answer questions and discuss details.
- A question and answer session will be held immediately following the presentation. To have your question answered in front of the group, please write your question on the yellow card provided and hand it to any Study Team member.
- Your input is important to us. Be sure to complete a comment sheet. You may leave it with us tonight or submit it to the Study Team by **August 9, 2008**, as directed on the form.



Study Vicinity Map

CORRIDOR ALTERNATIVES

The Study Area is divided into three segments for analysis: a central corridor; a northern corridor where the new roadway would tie in to the existing SR 95 roadway north of Lake Havasu City; and a southern corridor where the new roadway would tie into the existing SR 95 roadway south of Lake Havasu City.

CENTRAL CORRIDOR

- A** This corridor passes along the west side of Havasu Foothill Estates.
- B** This corridor is located east of Corridor A and takes advantage of the right-of-way that has been dedicated within the Havasu Foothill Estates development.
- C1** This corridor is located north and east of existing developed areas. This corridor is located higher in the foothills, has steeper grades, and would be visible from the city.
- C2** This corridor is located west of Corridor C1, providing an alternative which avoids the mountainous terrain before tying into the northern corridor.

NORTHERN CORRIDOR

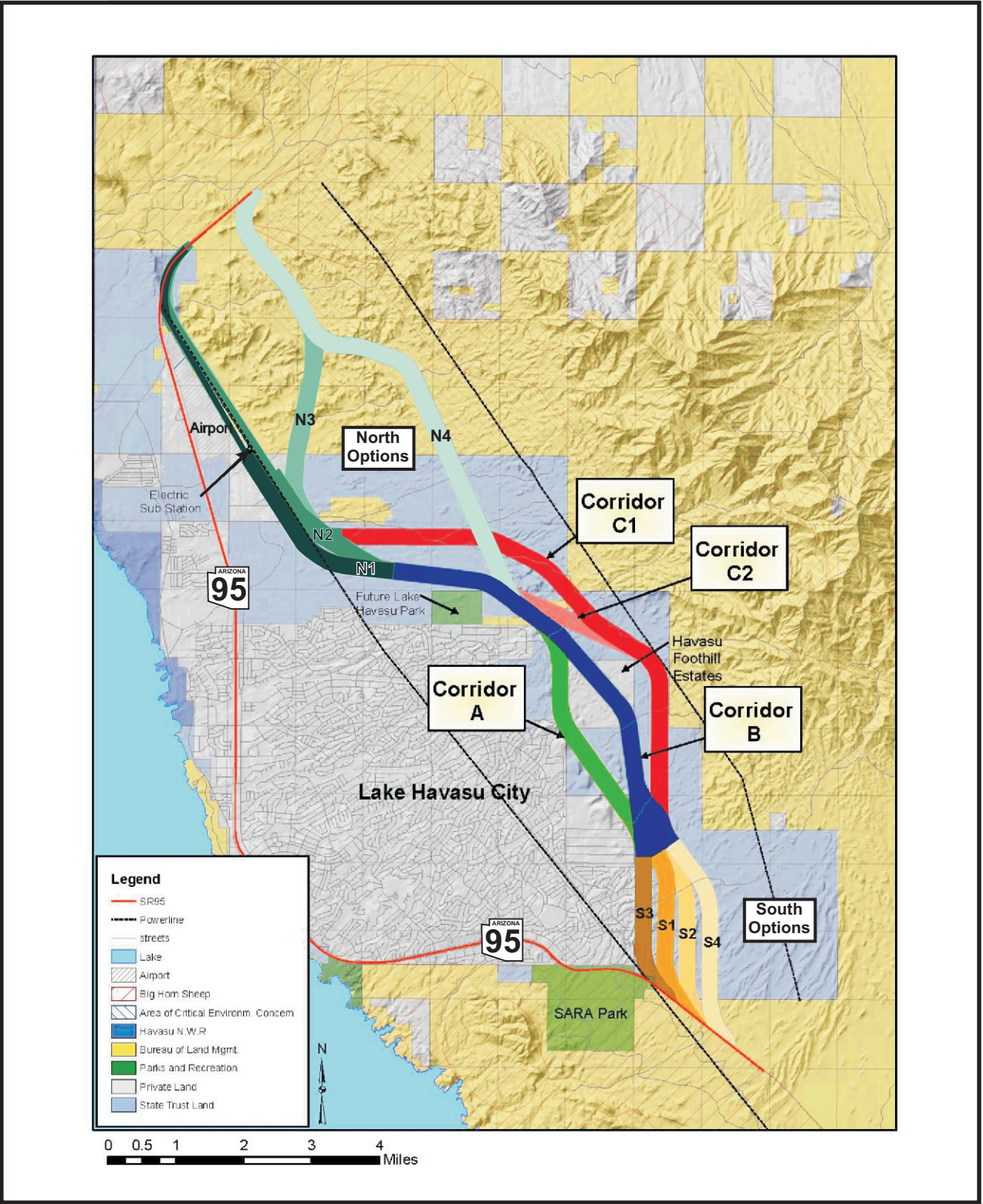
- N1** This corridor is located on the west side of the power lines east of the airport. It would require acquisition of right-of-way from the airport.
- N2** This corridor is located on the east side of the power lines east of the airport.
- N3** This corridor is located east of N1 and N2 and avoids conflicts with the airport and existing power lines.
- N4** This corridor is located about 1.5 miles east of N1 and N2 and avoids conflicts with the airport and existing power lines.

SOUTHERN CORRIDOR

- S1** This corridor runs north from SR 95 along the ½ section line.
- S2** This corridor parallels the S1 alignment approximately a quarter mile to the east.
- S3** This corridor is located along the section line to the west of alternative S1.
- S4** This corridor is located near the section line to the east of alternative S2.

TRAFFIC INTERCHANGE LOCATIONS

Traffic interchanges would be located every 1.5 to 2 miles along the corridor. Preliminary concepts indicate a need for connections to existing SR 95 at the north and south end of the new roadway and potential interchanges at Chenoweth, Bentley, Bison, Cherry Tree, Chemehuevi, and Arizona Boulevard areas.



SR 95 Realignment Study, Lake Havasu Area
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